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SCHEDULE 2 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO2**.

PRESTON MARKET PRECINCT

1.0 Parking objectives to be achieved

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- To encourage a modal shift to public and active transport, prioritising walking, cycling and public transport.
- To recognise the excellent accessibility to the precinct by both public and active transport modes.
- To nominate parking rates for non-market land uses at rates which seek to suppress private car travel to the precinct.
- To encourage the shared use of short-term, public parking areas.
- To improve amenity for pedestrians and cyclists around and through the site by reducing private vehicle access.

2.0 Permit requirement

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A permit is required to provide more than the maximum parking provision specified for a use in Table 1 to this schedule.

3.0 Number of car parking spaces required

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If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Car parking rates in the Table below are based on a maximum rather than minimum provision of car parking spaces for each land use category.

Table: Car parking spaces

Use	Rate	Measure
Dwelling	0.5 space	to each 1 bedroom dwelling for residents
	0.8 space	to each 2 bedroom dwelling for residents
	1 space	to each 3 bedroom dwelling for residents
Office	1 space	per 100sqm of leasable floor area
Market	3.5 spaces	per 100sqm of leasable floor area
Retail premises (other than Market)	3.5 spaces	per 100sqm of leasable floor area

For all other uses listed in Table 1 of Clause 52.06-5, the *Rate* in Column B of Table 1 in Clause 52.06-5 applies as a maximum rate.

4.0 Application requirements and decision guidelines for permit applications

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Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 45.09 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The impacts of the proposed car parking rates on creating sustainable transport patterns that preference walking, cycling and public transport use.

- The impact on the transport network of providing car parking in excess of the maximum rate.
- The impact of the proposed car parking rates on local amenity, including amenity for pedestrians and cyclists and on the creation of a high quality public realm.
- The impact of the number, width, location and design of new vehicular access points on the safety and quality of the pedestrian environment, pedestrian amenity and kerbside space for outdoor seating areas.
- The number and type of dwellings proposed, including the proportion of dwellings that contain three or more bedrooms.
- Any mechanisms proposed to manage the use of parking spaces.

5.0 Financial contribution requirement

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None specified.

6.0 Requirements for a car parking plan

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None specified.

7.0 Design standards for car parking

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None specified.

8.0 Decision guidelines for car parking plans

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None specified.

9.0 Background document

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Preston Market Precinct – Parking Overlay: Assessment of Car Parking Provision Rates, Ratio Consultants (April 2022)